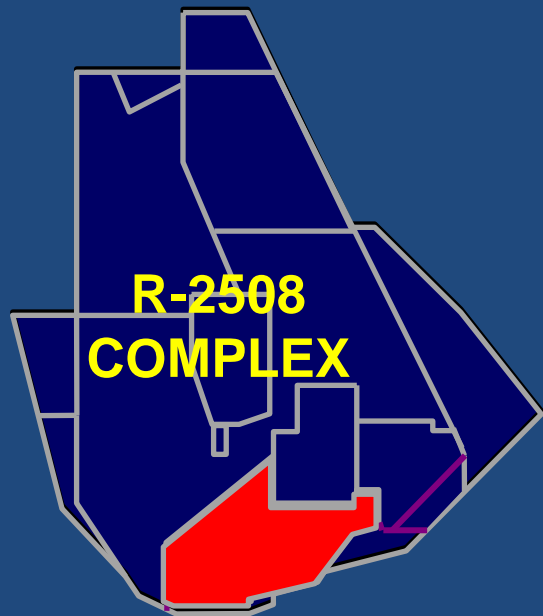


R-2515

412th Test Wing



R-2515 Airspace Briefing

- ❑ **RESTRICTED AREA 2515:** R-2515 falls within the R-2508 Complex. The 412 Test Wing is the Using Agency for R-2515. R-2515 has several internal airspaces developed for special use/flight test. When R-2515 is active aircrew can expect multiple hazardous activities to be in effect. These hazardous activities include:
 - ❑ UAS ops
 - ❑ Spin, High Altitude drops/fast maneuvering flight
 - ❑ Supersonic
 - ❑ Bombing/Air-to-Ground weapon delivery
 - ❑ Lasering, LIDAR, Lights Out
 - ❑ Non-standard tower patterns
- ❑ **AIRSPACE ACTIVATION:** R-2515 is NOTAM'd active SFC to unlimited continuously. However, during times of inactivity portions of the airspace will be released to the FAA (Joshua Approach) for joint use. R-2515 is **always** active “HOT” SFC to 6K ft.
- ❑ **PARTICIPANT:** To be a participant you must receive an airspace briefing. If on a DD175 ensure “Participant” or “Non-Participant” is entered into the first line of the remarks section.

R-2515 Airspace Briefing

- ❑ **Participating Aircraft:** Aircraft that operate within R-2515 and R-2508 under the concept of **VFR – See and Avoid – Non-Exclusive Use** – Regardless of Altitude. IFR Services and separation cease at the Special Use Airspace (SUA) boundary inbound for arrivals and begin at SUA boundary outbound for departures. Participating aircraft will receive minimal or no delays when arriving or departing Edwards AFB or transiting R-2508 shared use airspace.

- ❑ **Non-Participating Aircraft:** Aircraft that unable to operate under VFR – See and Avoid and require IFR services and separation within R-2515. Application of IFR Arrival/Departure procedures with R-2515 requires SPORT Military Radar Unit to return the Palmdale Corridor airspace to the FAA so IFR separation services can be provided. This has a significant negative impact to other user's of R-2515. Non-Participating aircraft may encounter significant arrival/departure delays. Non-Participating aircraft will be denied entry into R-2508 Complex ATCAA and Restricted area airspace.

R-2515 Airspace Briefing

- ❑ **VFR “SEE and AVOID”**: Aircraft operate within R-2508/R-2515 under VFR “SEE AND AVOID” non-exclusive use airspace. If at any time you are unable to maintain VMC conditions advise SPORT or Joshua Approach, as appropriate
- ❑ **SPORT MRU C2 SERVICES**: SPORT MRU provides C2 services within R-2515 activated altitudes during they’re operating hours. The MRU controllers are not air traffic controllers and cannot provide standard air traffic control separation services. However, they provide C2 services such as radar monitoring, traffic advisories, airspace boundary calls and issue instructions (Headings & altitudes) for airspace de-confliction. Prior to entering R-2515 contact SPORT MRU on 132.75 or 343.7.
- ❑ **IFR**: IFR separation services are not provided within R-2515 activated “HOT” altitudes. IFR arrival clearances are automatically cancelled at the R-2508/R- 2515 boundary, respectively. IFR departure clearances will begin at the boundary exiting R-2508/R-2515. Exception: IFR Arrivals/Departures via the Palmdale Corridor.
- ❑ **CLEARANCE**: Aircraft will be on an R-2508 Complex Clearance (I.e. Pancho 3). Clearances will state "Maintain VFR within the Complex". This phrase is to remind you that all portions of flight is VFR.

R-2515 Airspace Briefing

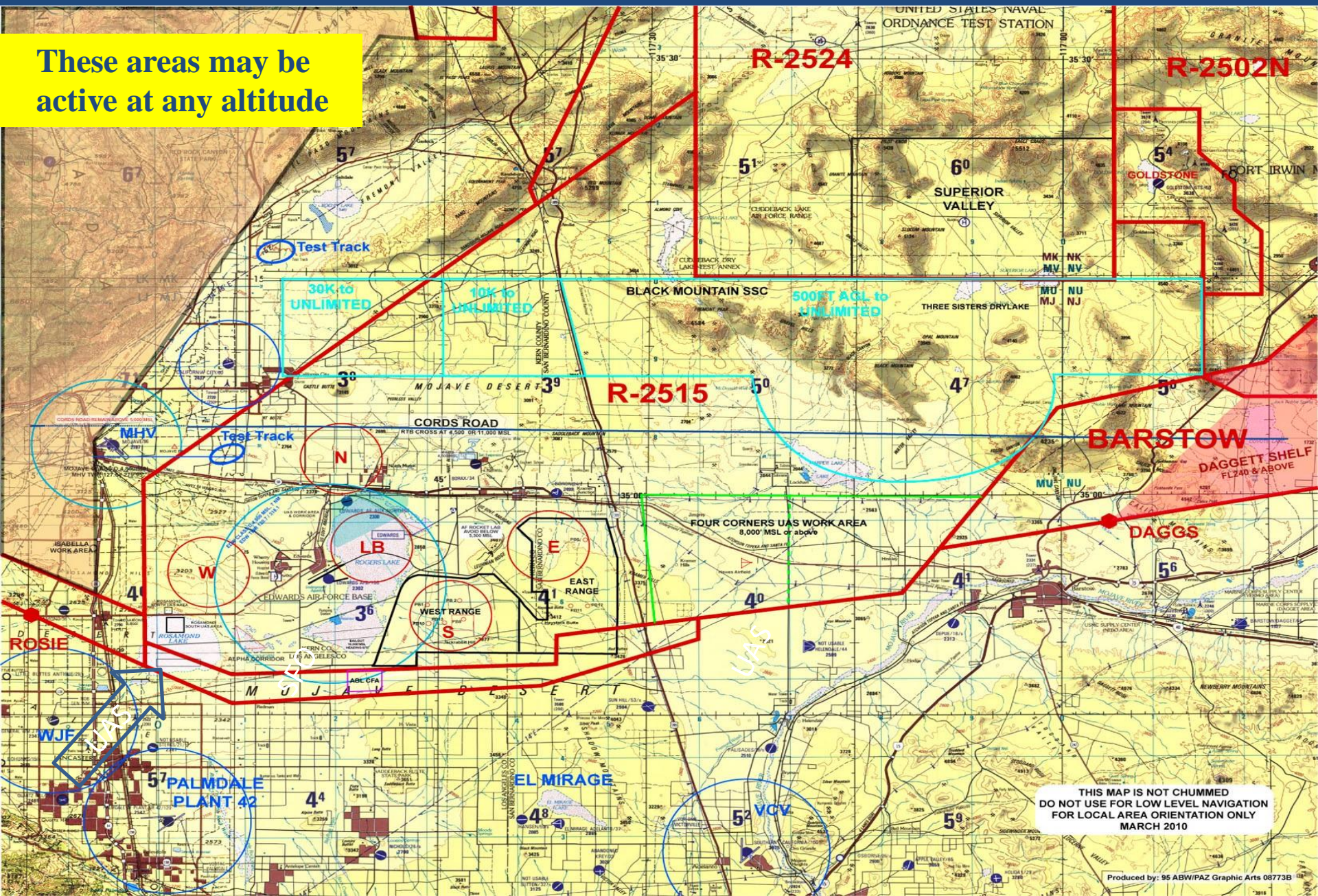
- ❑ **JOSHUA APPROACH:** When SPORT is closed and there is scheduled activity within R-2515, the airspace is released to Joshua Approach above 6K ft . Joshua Approach provides limited services such as traffic information and airspace boundary calls. Unlike SPORT, they do not provide de-confliction services within the activated airspace. When the airspace is released for joint use (No scheduled activity), Joshua Approach will provide standard ATC services.
- ❑ **AUTHORITY:** The authority of SPORT or Joshua Approach to approve or disapprove requests for entry is final. All directions to evacuate the area or comply with any of the requirements or restrictions thereby imposed are mandatory. Responsibility for safety of flight within the designated area remains with the pilot of the aircraft.
- ❑ **CLASS DELTA:** Edwards Tower control's the Class D airspace. They are certified air traffic controllers and provide standard ATC VFR services. Be cognizant of non-standard traffic patterns. Aircrew must not overly base housing or the hospital.
- ❑ **LAKEBED RUNWAYS:** There are 22 runways on Rosamond and Rodgers dry lakebeds. Airfield Management and Tower can provide real-time updates on runway status/restrictions/availability.

R-2515 Airspace Briefing

- ☐ **SCHEDULING**: Aircrew who wish to utilize R-2515 must schedule it. If the airspace is not scheduled for Special Use, it will be returned to the FAA for joint use. Scheduling is done through 412 OSS/Current Ops Scheduling at the following numbers:
 - ☐ For same day scheduling call (661) 277 - 3940
 - ☐ For Schedule planning (next day) call (661) 277 - 4110.
- ☐ Current Ops Scheduling will give you a 4 digit Operations Number. You will be asked for this number to gain access to R-2515.
- ☐ Civil aircraft are not normally authorized to transit or operate within R-2515. However, certain official activities may require access.
- ☐ All civil aircraft who require access must have a Letter of Agreement (LOA) on file with the 412 TW. One-time operations may be approved by the 412 TW on a case by case basis.
- ☐ Always check the current NOTAMs prior to operating in R-2515.

R-2515 Airspace For Special Use

These areas may be active at any altitude



SPORT PRE-BRIEF

R-2515 SPORT Prebrief

Fax to: 7-8863

C/S: AMMO 71

T/O Time: 0830L

Ops #: 1234-1

A/C #xType: T-38

Comm UHF: CH 5

Comm VHF:

Phones ---

Ops Desk: TPS

Ops Sup: TPS

Control Rm:

PIRA

Events:

Target:

Max Alt:

Buckhorn: Yes / No

Laser: CMBT/TRN

Flt Ld Cntl: Yes / No

Video BS: Yes / No

Tanker

C/S:

Track:

Altitude:

ARCT:

Notes:

Mission, types of maneuvers, working altitudes, requested
Primary and backup airspace (Spin, PIRA, Cords, etc.):

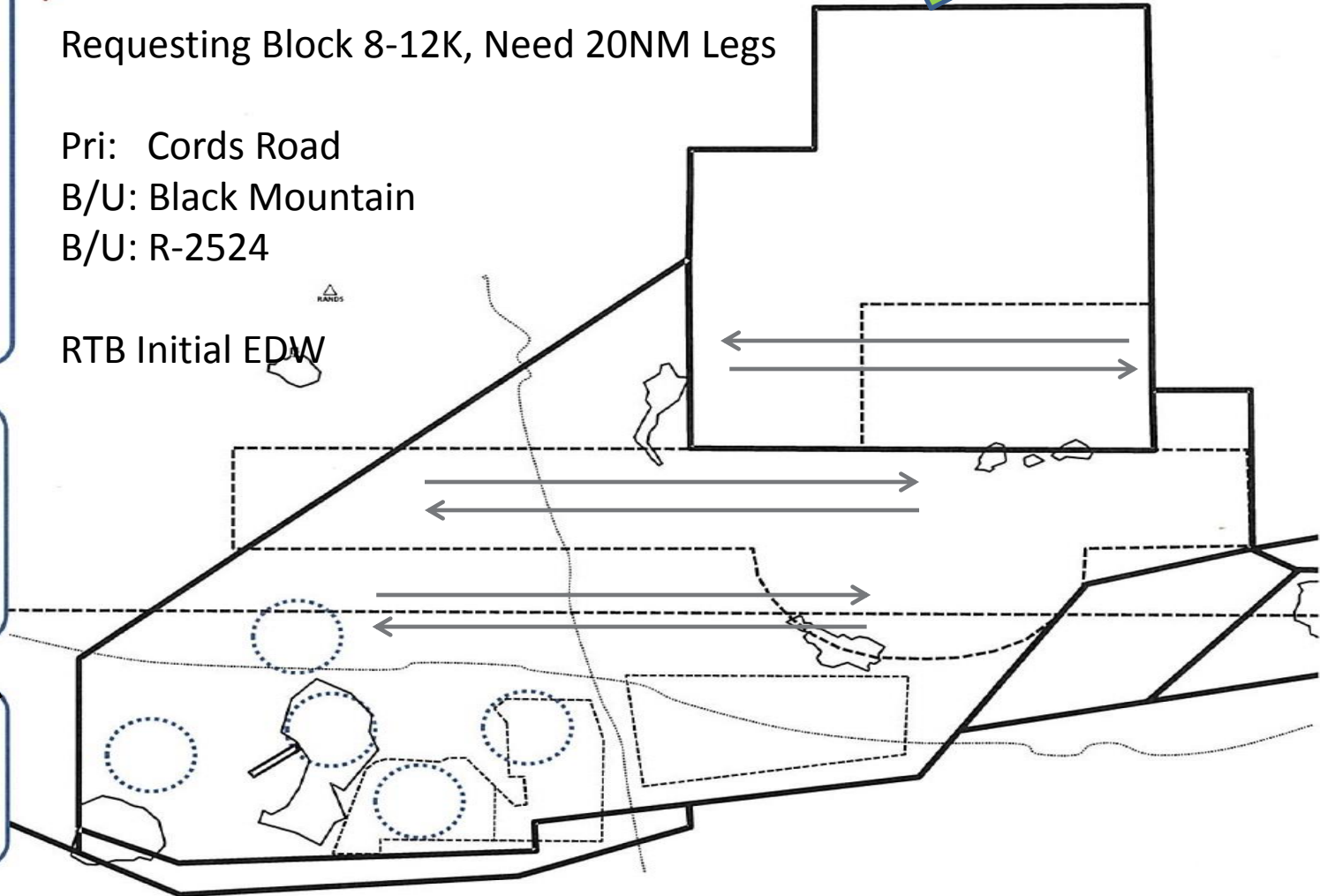
Requesting Block 8-12K, Need 20NM Legs

Pri: Cords Road

B/U: Black Mountain

B/U: R-2524

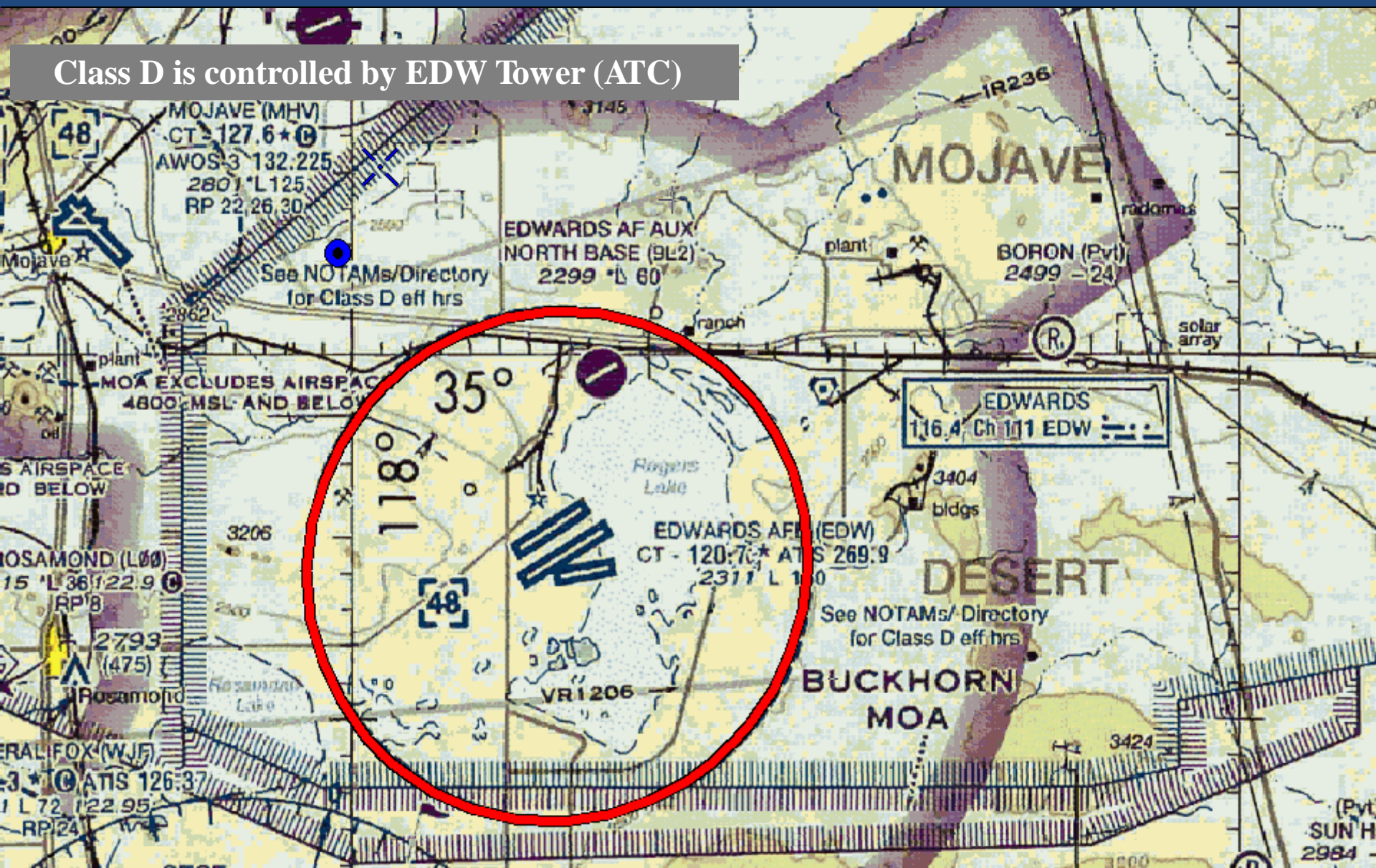
RTB Initial EDW



Edwards Class D

7NM 4800' MSL

Class D is controlled by EDW Tower (ATC)

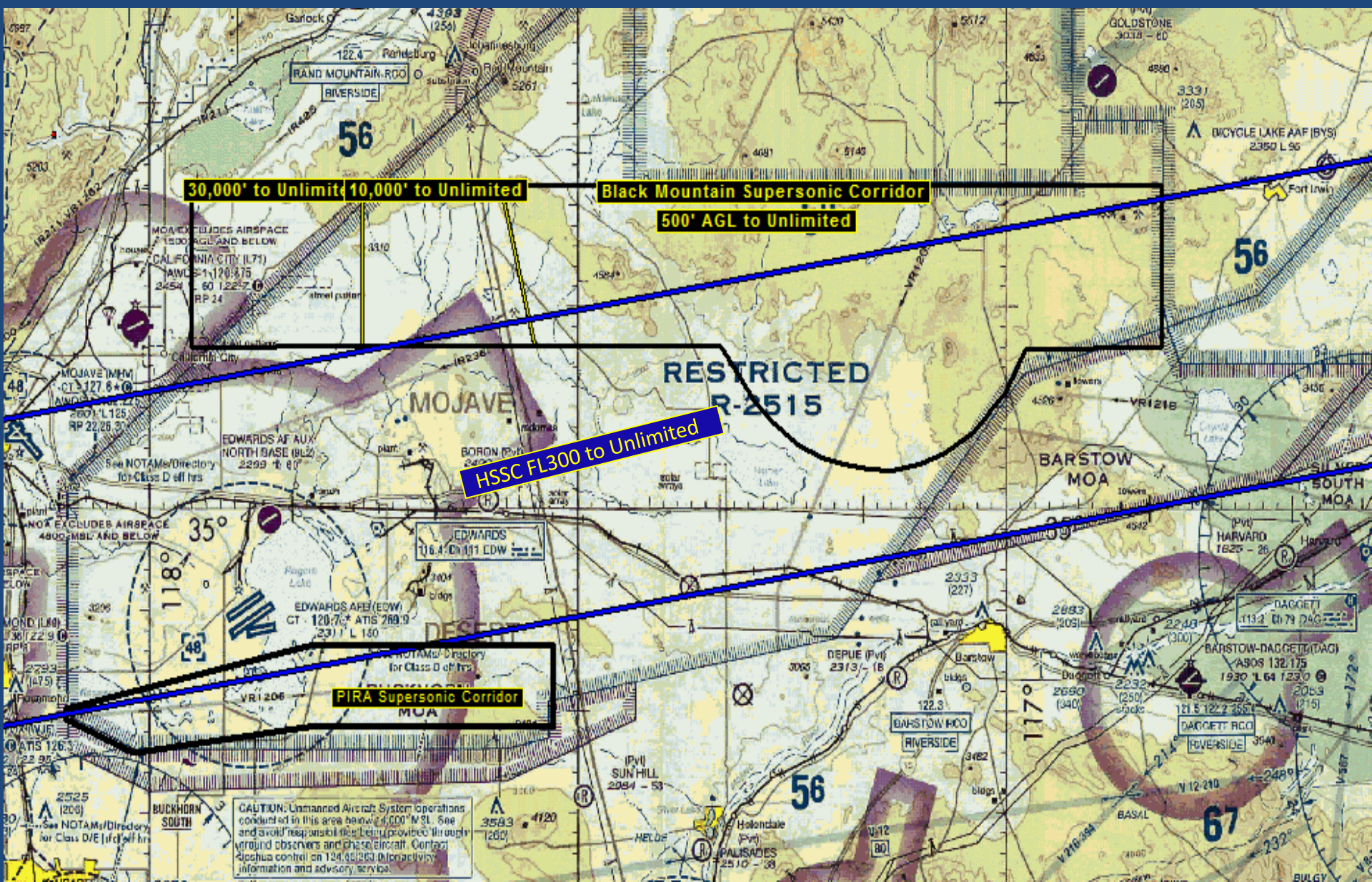


Palmdale Corridor

SFC to 8000



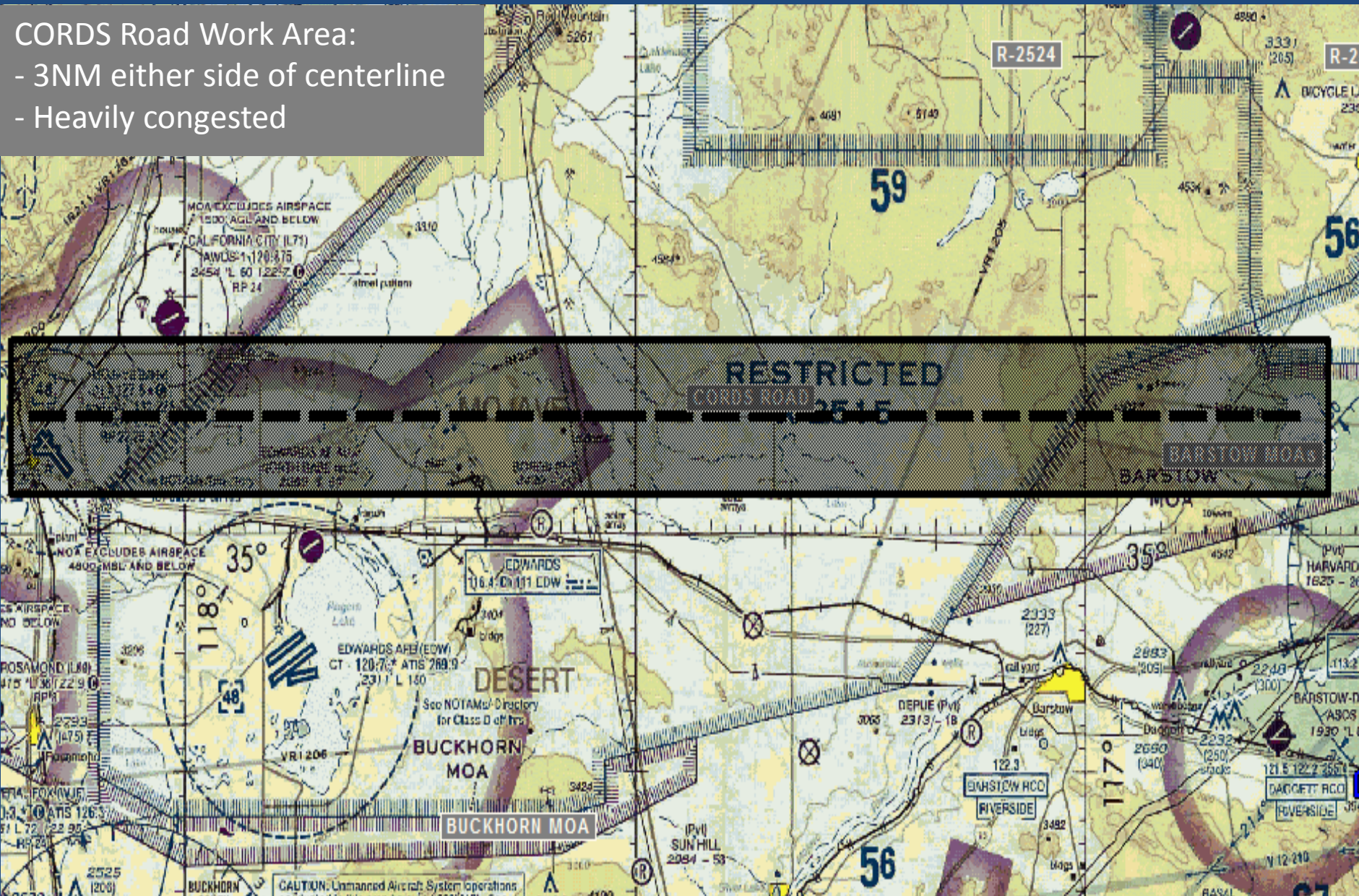
SUPERSONIC AREAS



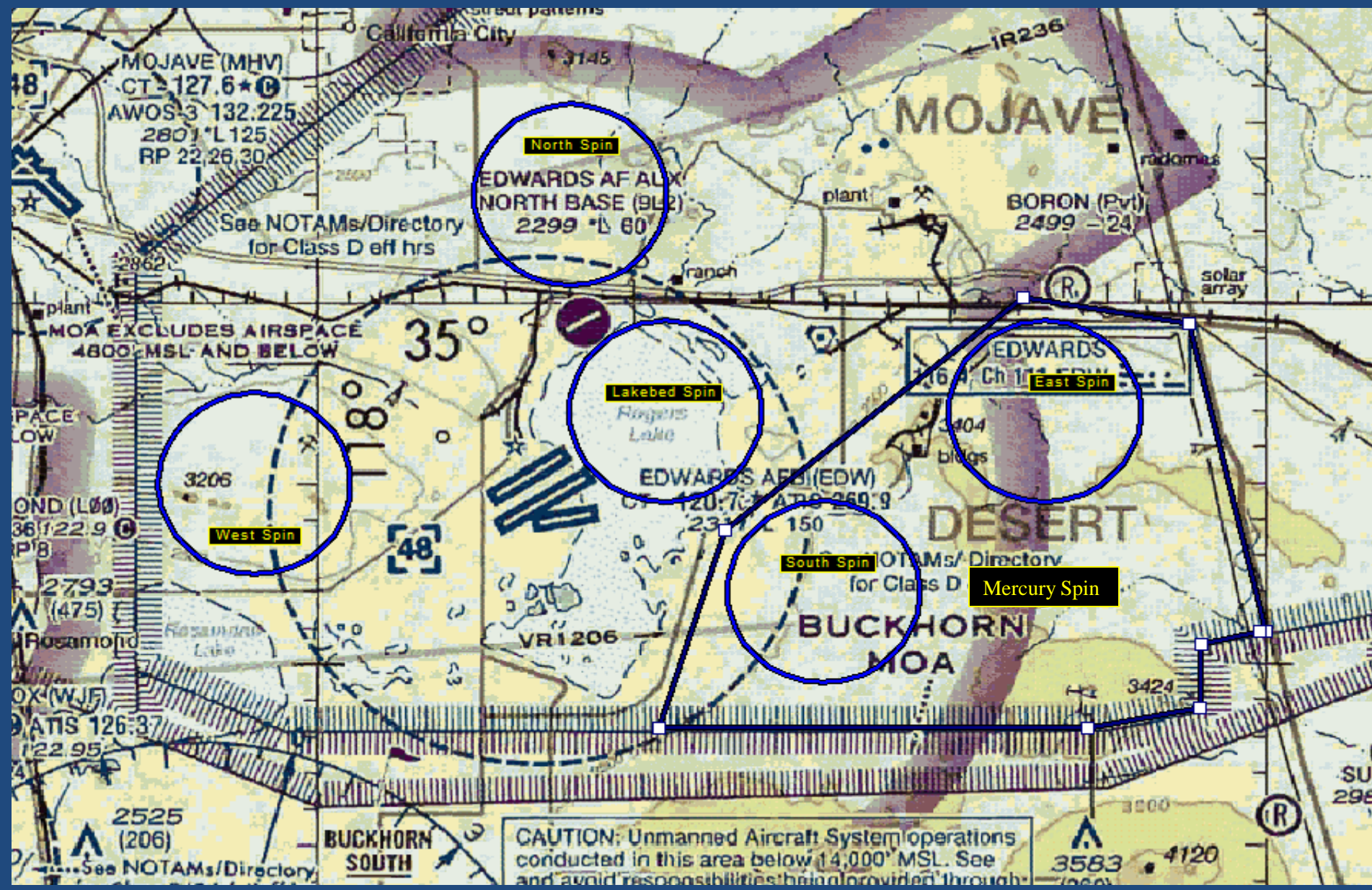
CORDS ROAD

CORDS Road Work Area:

- 3NM either side of centerline
- Heavily congested



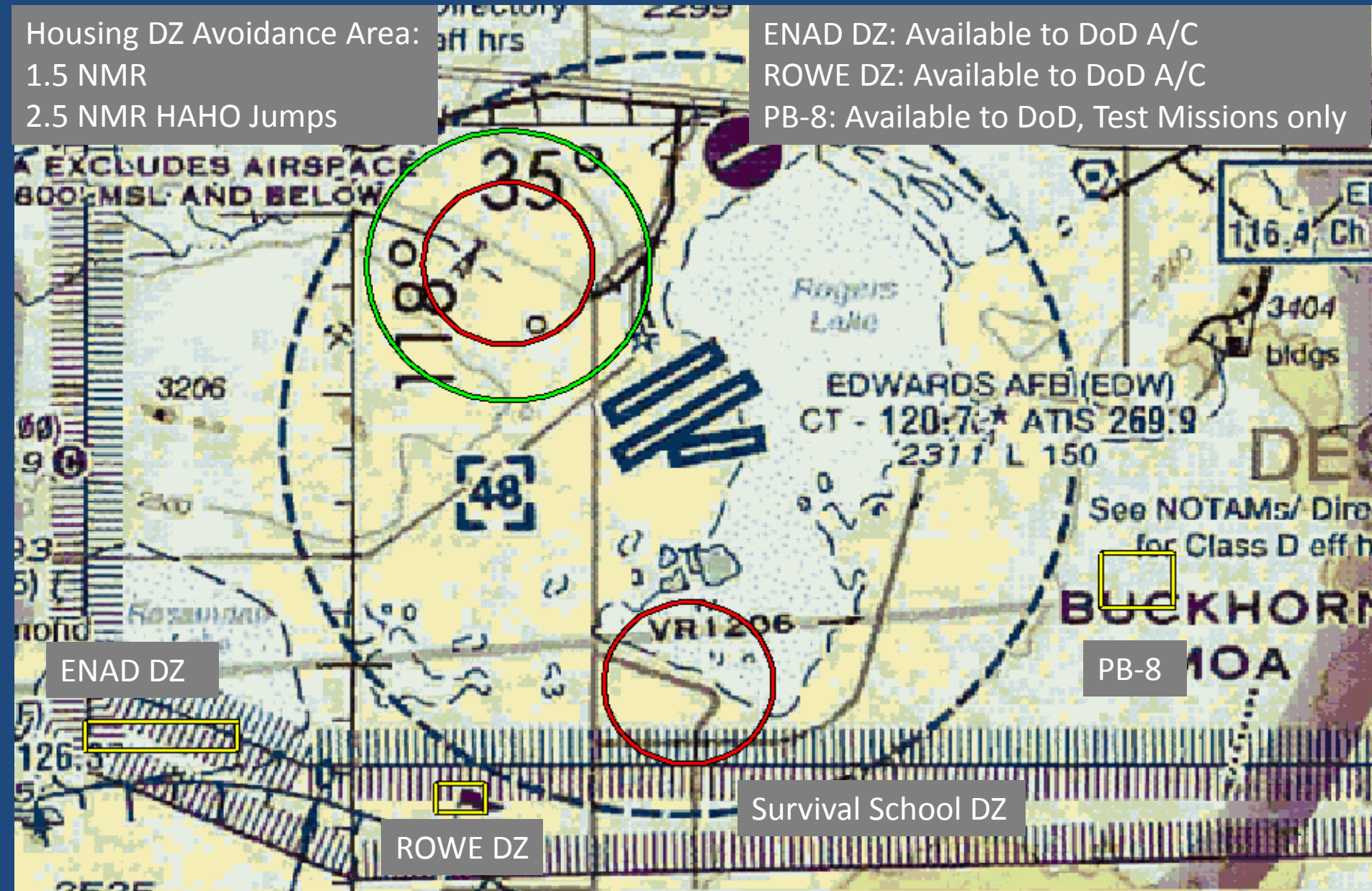
SPIN AREAS



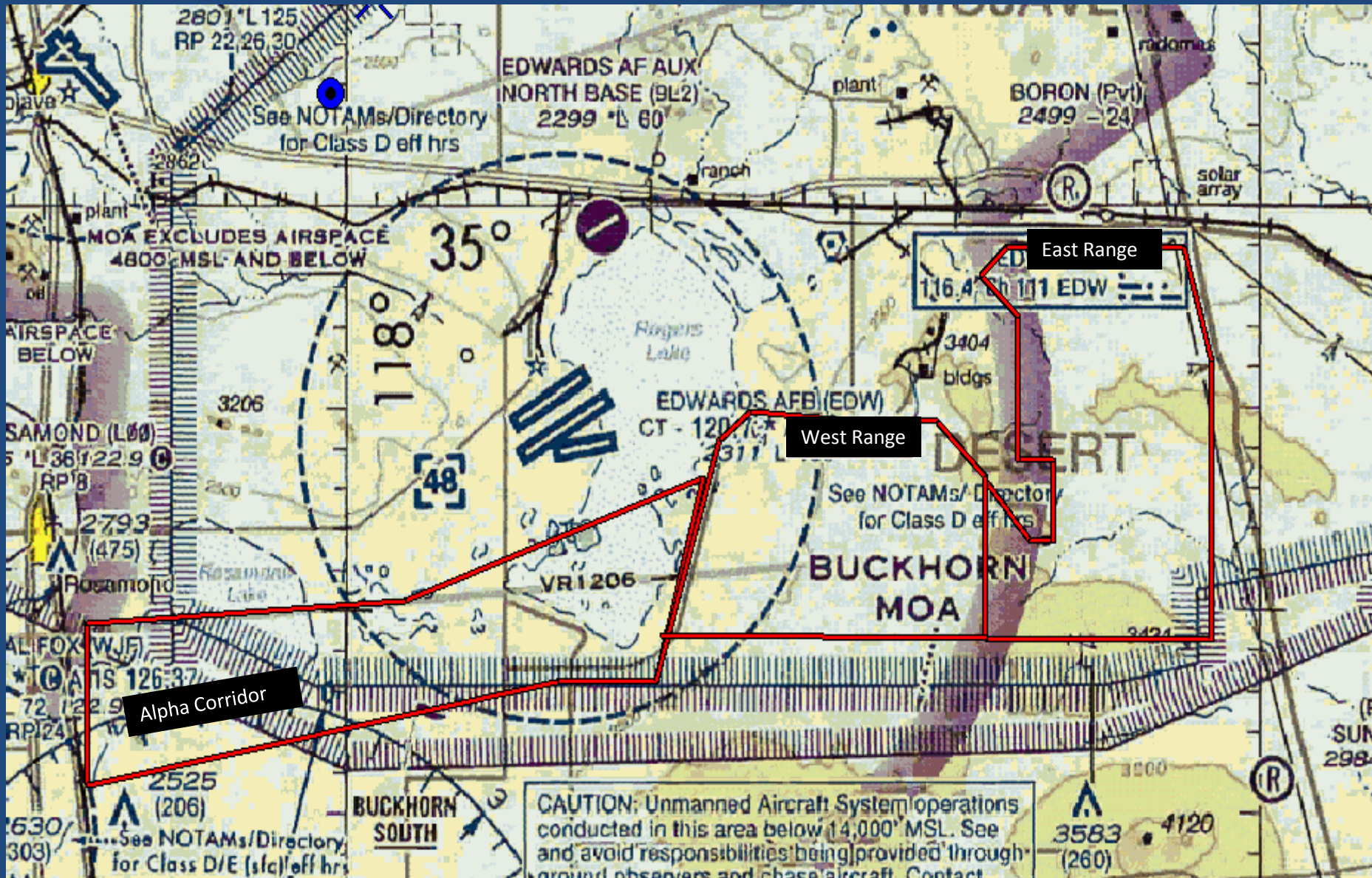
DROP ZONES

Housing DZ Avoidance Area:
1.5 NMR
2.5 NMR HAHO Jumps

ENAD DZ: Available to DoD A/C
ROWE DZ: Available to DoD A/C
PB-8: Available to DoD, Test Missions only

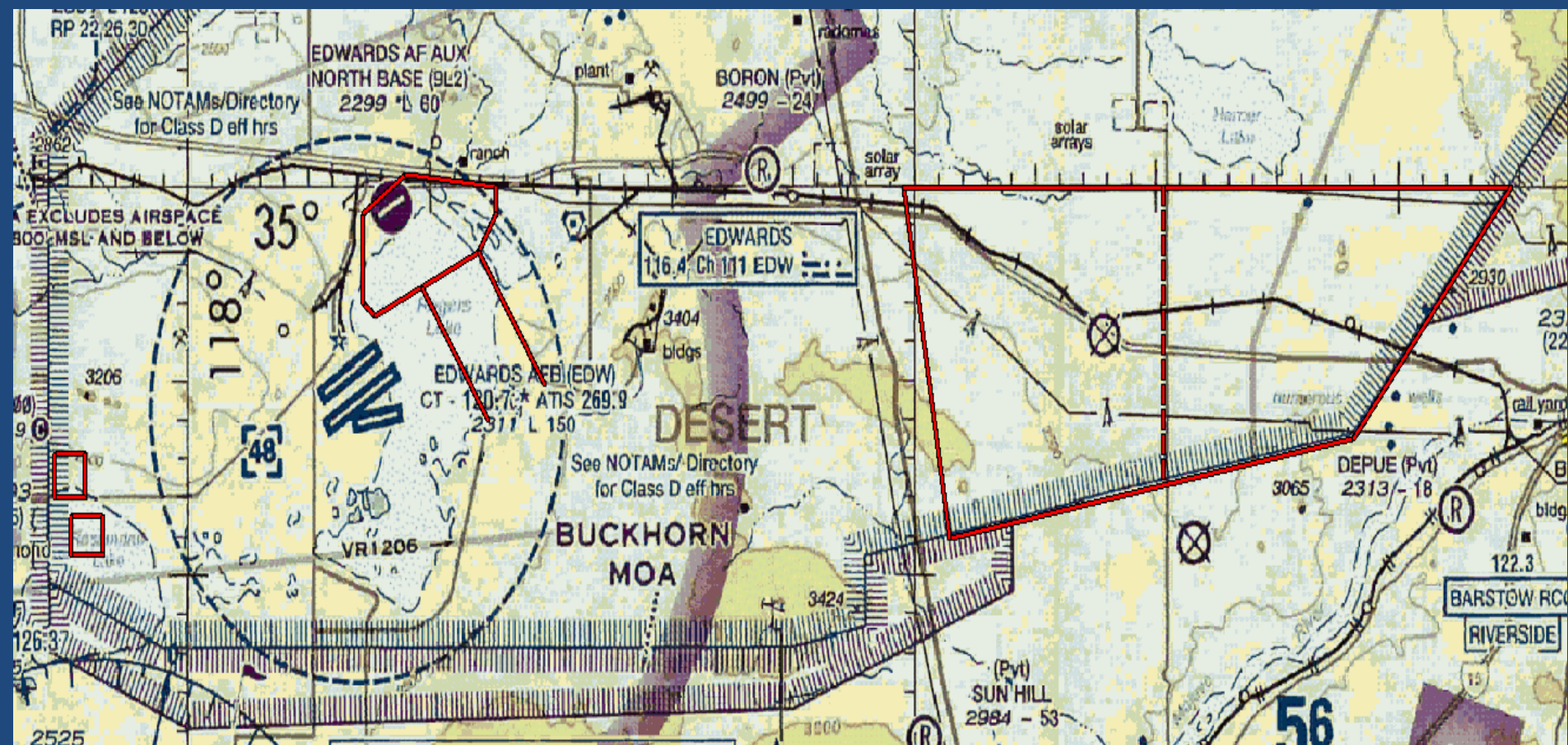


RANGES and TARGETS



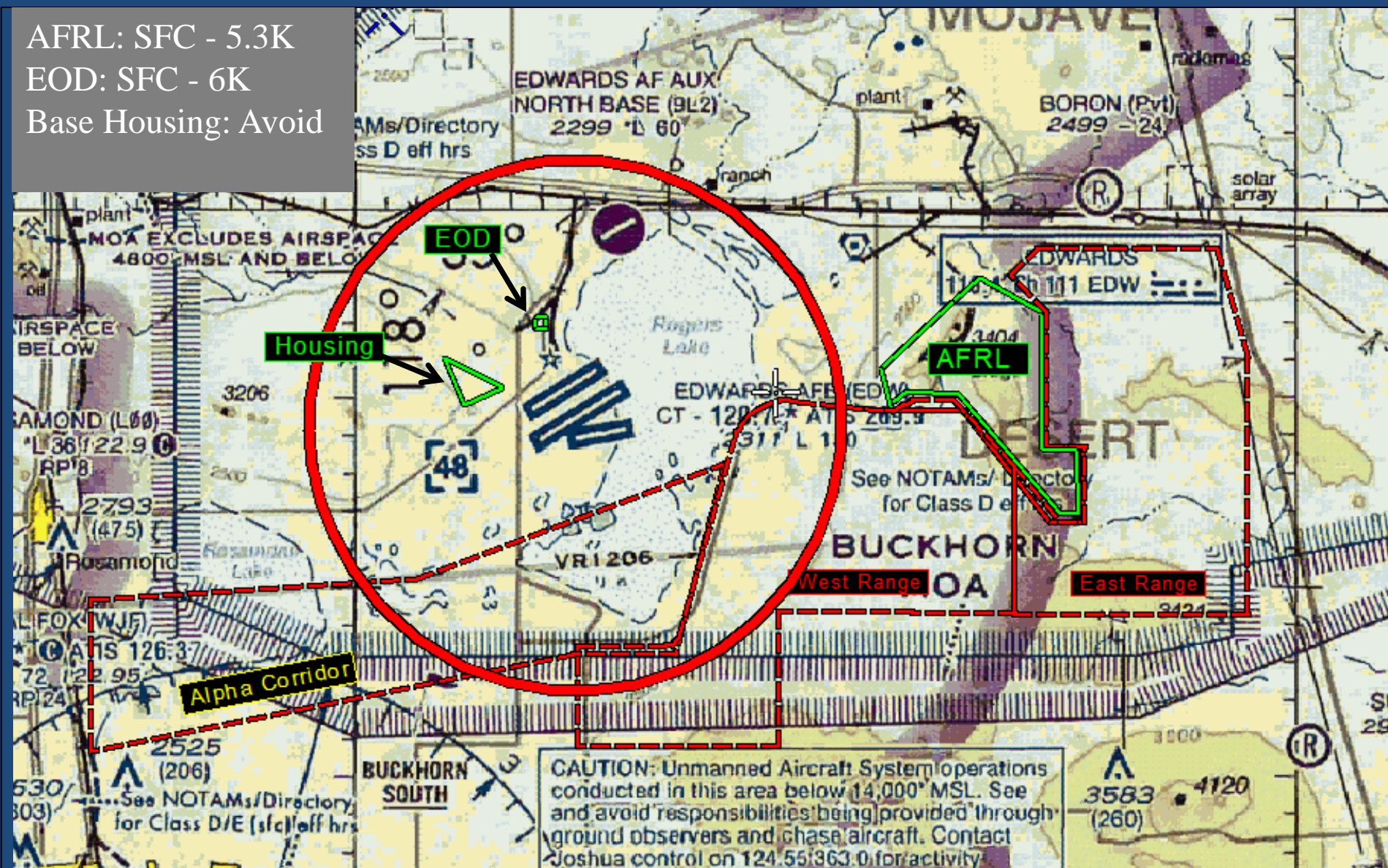
UAS AREAS

- ❑ Four Corners Work Area: 8,000' MSL and above. SPORT may release altitudes 2,000' above and below UAS
- ❑ UAS Work Area: SFC – 10,000' MSL
- ❑ Rosamond North UAS Area: SFC – 500' AGL, typically NASA Small UAS.
- ❑ Rosamond South UAS Area: SFC – 3,000 AGL



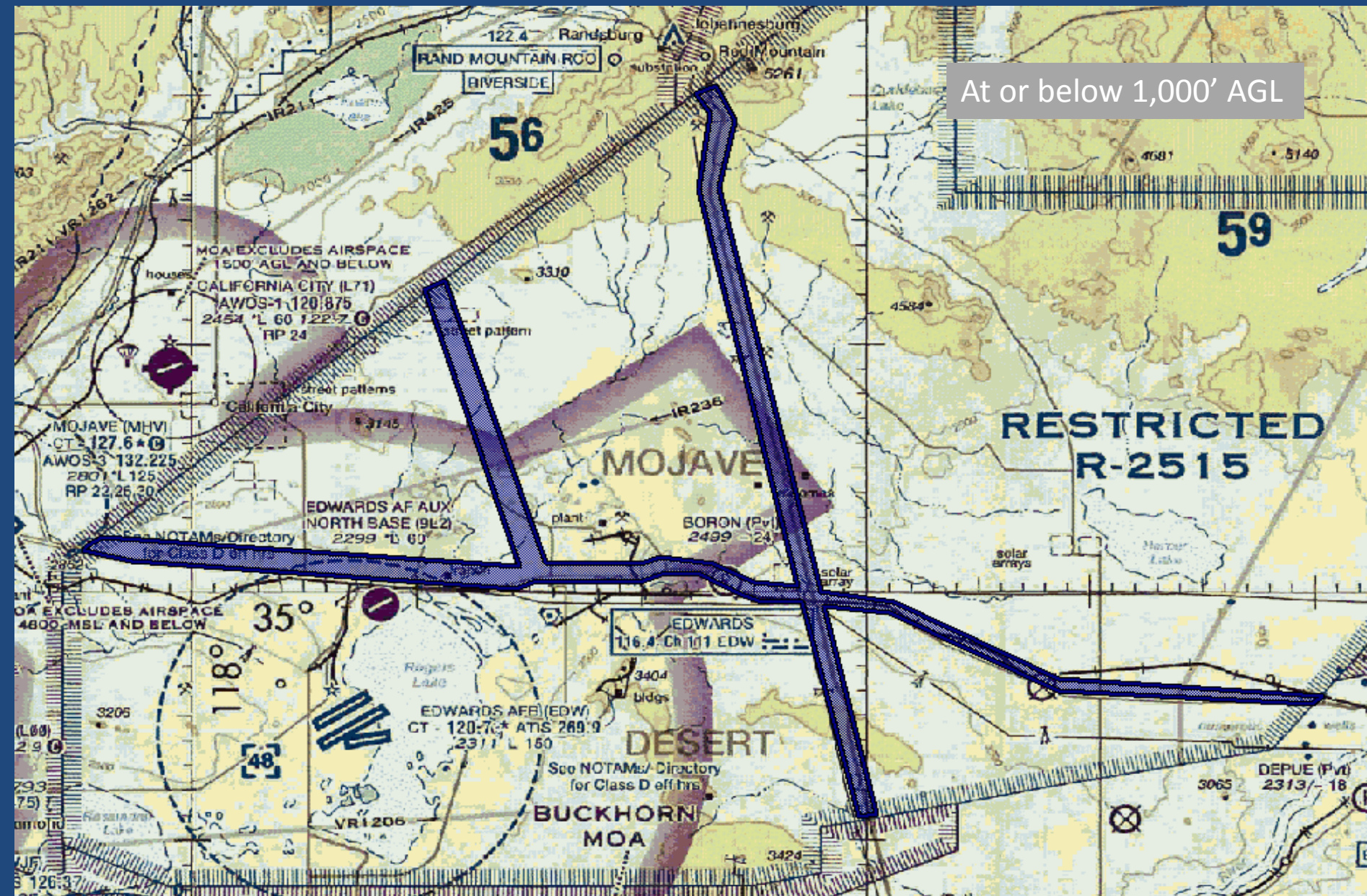
NO FLY AREAS

AFRL: SFC - 5.3K
EOD: SFC - 6K
Base Housing: Avoid

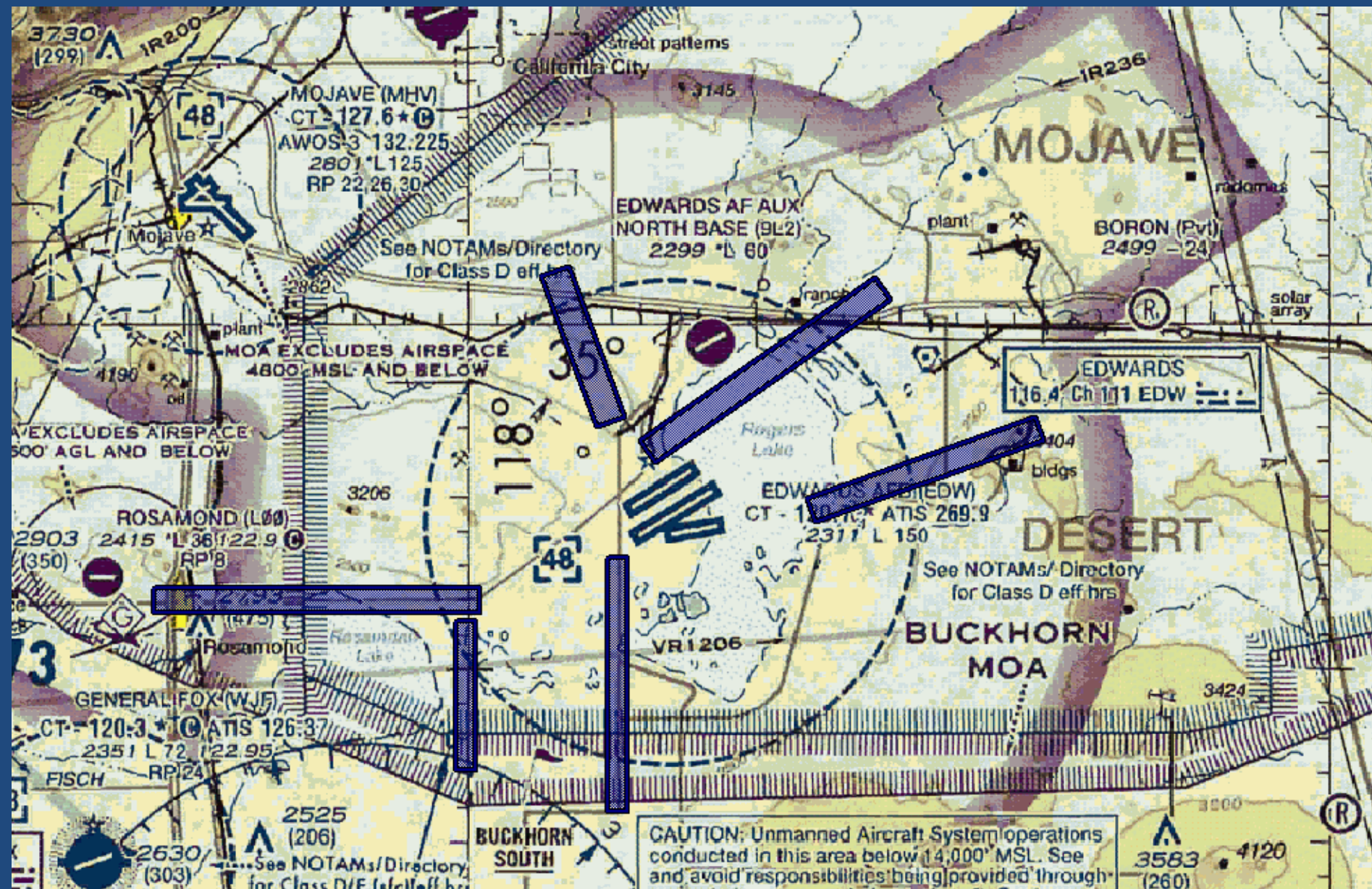


GENERAL AVIATION TRANSIT ROUTES

At or below 1,000' AGL



LIGHT AIRCRAFT/HELICOPTER ARR/DEP ROUTES



SOF/AIR BOSS FOR R-2515

- ❑ Primary role--assist SPORT supervisors with real-time oversight of flying operations safety, mid air collision avoidance and to provide real-time airspace coordination/deconfliction assistance to aircrews
- ❑ SPORT Watch Supervisors and Operations Coordinators consult with the Air Boss for airspace deconfliction and to establish mission priorities
- ❑ The Air Boss may direct aircrew actions through the Watch Sup/Ops Coordinator to the Mission Controller
- ❑ Aircrew fax SPORT Prebrief sheet, call SPORT before step, contact SPORT prior to takeoff

QUESTIONS